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1. The largest Polish aircraft factory is located at Mielec (50°17'N 21°25'E), and research and aircraft designing is carried out at Lodz (51°45'N 19°28'E).* A plane factory was built at Krosno (?) in 1951, and a factory for manufacture of airplane engines is located at Rzeszow (50°03'N 22°00'E).* It is further thought that a new aircraft factory will be built in the Lublin area. Gliders are produced at the Jezowo (?), Jelenia Gora (50°54'N 15°44'E), and Lubawka (50°43'N 16°00'E) plants. The Główny Instytut Lotniczy (GIL - Central Aeronautical Institute) is in Warsaw.
2. The Soviet Union maintains strict control over Polish airplane research, engineering and manufacture, and does not permit Polish manufacture of jet planes.* Polish engineers and manufacturers are not permitted to collaborate with any satellite country on questions of plane design or production, but they are expected to exchange all technical discoveries with the Soviet Union although Poland's major research is concentrated on propeller-driven planes, considered obsolete by the Soviets.
3. The Rzeszow aircraft factory produces and services engines for Polish aircraft but does not service any of the Soviet engines which are used by the Polish airforce. These Soviet engines are repaired and serviced at military shops, chiefly at those located at Poznan and Wroclaw.
4. The aircraft designing center at ulica Zagajnikow 56, Lodz, is directed by (fnu) Soltyk, an engineer who received his training before the war. The center has been experimenting on designs for a transport plane to be used by the Polish Airline, LOT; production of this plane has been delayed by lack of a suitable engine.** The Soviet Union has refused to permit Poland to begin manufacture of an engine which was designed by Soltyk and has not sold any engines to Poland which could be used in place of the Soltyk engine.

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-2

5. Aircraft plans must be approved by the GIL. During 1951, GIL approved a number of planes which had been designed and tested at Lodz, and ordered production of such models as the ZAK, JUNAK and the ZUCH. It is not believed that production plans for these planes have reached an advanced stage. In 1951 production of 120 x CSS-13 planes, the twin of the Soviet PO-2 which is manufactured on a Soviet license, made up the bulk of Polish plane production. Poland also produced about 80 x SPAK-4 training planes for use in training civilian pilots, but halted production of the CSS-10 and CSS-11.
6. About 200 glider planes are produced each year at the Jezowo plant, and about 120 gliders are produced annually at the plant at Jelenia Gora (50°54'N 15°44'E) and at the Lubawka factory. It is thought that Poland produced about 850 glider planes during 1950, and that this number was increased to 900 gliders during 1951. Polish production of gliders is expected to increase when mass production methods are begun at the Krosno plant.

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